

# Hongkong Daily Press.

ESTABLISHED 1857.

No. 13,303 號三零百三十一萬壹第 日伍初月亥年六十二經光 HONGKONG, SATURDAY, OCTOBER 27TH, 1900. 陸拜禮 號柒十式月十年九千壹英港香 PRICE \$2<sup>1/2</sup> PER MONTH

New Advertisements will be found on page 4.

THE FINEST WINES  
IN THE EAST.

PORT  
AND  
SHERRY.

BOTTLED IN EUROPE BY  
GEO. G. SANDEMAN, SONS & CO.

SOLE AGENTS—

A. S. WATSON & CO., LIMITED.  
HONGKONG DISPENSARY.

CUTLER, PALMER AND CO.  
WINE SHIPPERS SINCE 1815.  
Who have consigned their Brandy to Hongkong  
for over half a century.  
Apply to G. C. ANDERSON,  
Hongkong, 13, Praya Central.

NAPIER JOHNSTONE'S

SQUARE BOTTLE WHISKY  
The sale of this good Scotch increases month  
by month. It is of Superb Quality and of  
CUTLER, PALMER & Co.'s SELECTION.  
Sole Agents for it—  
LANE, CRAWFORD & CO.  
Hongkong.

JOHN WALKER & SONS  
FAMOUS  
KILMARNOCK WHISKY.

This World-renowned  
Old HIGHLAND WHISKIES are shipped  
by CUTLER, PALMER & CO., and  
are obtainable in Hongkong of  
G. C. ANDERSON,  
No. 13, Praya Central.  
Hongkong, 28th July, 1897. [43]

CUTLER, PALMER & CO.'S  
PRICE \$10.75 PER DOZEN  
NET

"SPECIAL BLEND" WHISKY  
Blend  
of Selected  
Distillations of the  
Finest Scotch Whiskies  
Apply to  
SIEMSEN & CO. Hongkong. [42]

HONGKONG HIGH-LEVEL TRAM-  
WAYS COMPANY, LIMITED.  
TIME TABLE.

7.20 a.m. to 8.20 a.m. Every quarter of an hour  
8.20 a.m. to 9.20 a.m. Every ten minutes.  
9.20 a.m. to 10.45 a.m. Every quarter of an hour  
11.20 a.m. to 12.30 p.m. Every quarter of an hour  
12.30 p.m. to 1.30 p.m. Every quarter of an hour  
1.30 p.m. to 2.30 p.m. Every ten minutes.  
Night cars at 8.45 p.m. and 9 p.m., and from  
9.45 p.m. to 11.15 p.m. every half hour.  
Night cars at 8.45 p.m. and 9 p.m., and from  
9.45 p.m. to 11.15 p.m. every half hour.  
SATURDAYS  
Extra Night cars at 11.30 and 11.45 p.m.  
SUNDAYS  
8.15 a.m. to 10.15 a.m. Every half hour  
10.30 a.m. to 11.00 a.m. Every ten minutes.  
Noon to 2 p.m. Every quarter of an hour  
2.45 p.m. to 8 p.m. Every quarter of an hour  
Night cars at 8.45 p.m. and 9 p.m., and from  
9.45 p.m. to 11.15 p.m. every half hour.  
SPECIAL CALES by arrangement at the Com-  
pany's Office, 38 & 40, Queen's Bond Central.  
JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 1st May 1899. [4350]

VICTORIA  
CYCLE  
EMPORIUM.  
THE pleasure of cycling consists in having  
a first class Machine, and the above Es-  
tablishment is always leading in this respect.  
We are Agents for the famous "NEW  
HOWE" and "MONOPOLY" CYCLES,  
and we also supply fitting of every description.  
Bargains can be had in second hand Machines.  
Repairs executed with promptitude and skill.  
Enamelling a specialty.

MCKIRDY & CO.  
43 & 44, QUEEN'S ROAD EAST.  
Hongkong, 3rd November, 1899. [2509]

RUINART PERE & FILS, REIMS  
Established 1719.  
CHAMPAGNE GROWERS AND  
SHIPPIERS.

Ship only the Finest Quality  
Extra Dry (Green Seal)  
LAUTS, WEGENER & CO.  
Sole Agents.  
Hongkong, 17th May 1895. [1521]

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.  
\$5.00 per Cask of 375 lbs. net or Factory.  
\$3.00 per Bag of 250 lbs.  
SHewan Tomes & CO.  
General Managers.  
Hongkong, 2nd July, 1900. [1696]



## FAMOUS DEVONSHIRE LIQUEURS.

SLOE GIN.....} "PEDLAR" BRAND.  
ORANGE GIN.....}

CALDBECK, MACGREGOR & CO.,  
SOLE AGENTS,  
HONGKONG AND CHINA. [346]

## COTTAM & CO. NEW AUTUMN GOODS.

AMERICAN BOOTS and SHOES.  
WOOLLEN UNDERWEAR.  
HATS, SHIRTS and EVENING GEAR.

## LANE, CRAWFORD & CO. (TAILORING DEPARTMENT).

### WINTER SEASON.

### LATEST LONDON FASHIONS. NEWEST & BEST MATERIALS.

DRESS SUITS from \$65.  
TWEED LOUNGE SUITS from \$35.  
NORFOLK JACKET SUITS from \$35.  
SCOTCH TWEED ULSTERS, for Travelling, from \$50.

## LANE, CRAWFORD & CO.

PHOTOGRAPHIC PLATES, PAPERS AND CHEMICALS  
EASTMANS KODAK, FILMS AND ACCESSORIES,  
DEVELOPING AND PRINTING UNDERTAKEN.  
A. CHEE & CO.,  
174, QUEEN'S ROAD, HONGKONG.

[390a]

## CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.  
Their Brandy are favourably known all over the World.

The following are some of their Stocks with the undersigned—

### SUPERB OLD COGNAC,

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

### THE ELITE OF WHISKY:

#### THE "PALL MALL,"

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

#### C. P. & Co.'s OWN SPECIAL

\$10.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSEN & CO., HONGKONG. [41a]

## MANILA CIGARS.

ALWAYS ON HAND THE BEST MARKS

FROM  
"LA INSULAR" AND "LA PERLA DE ORIENTE" FACTORIES  
J. M. DE ZUNIGA,  
No. 9, QUEEN'S ROAD CENTRAL,  
Entrance: ICE HOUSE STREET (New Victoria Hotel).

[39a]

## SCHLITZ WORLD FAMED BEER

IS THE ONLY BEVERAGE ONE NEVER REGRETS DRINKING.  
TONIC AND REFRESHING.

SOLE AGENTS—

## WATKINS, LIMITED,

CHEMISTS, AERATED WATER MANUFACTURERS, AND

COMMISSION AGENTS,

HONGKONG.

## THE ROYAL PIANOS.

TWO OF THIS FAMOUS AMERICAN MAKE AT SPECIALLY LOW PRICE  
TO INTRODUCE RACHALS' PIANOS, "THE EVERLASTING." SIX MORE UNPACKING  
SOLE AGENTS FOR THE SPECIALLY PREPARED MODELS OF ALL THE  
FAMOUS MAKERS.

AMERICAN, ENGLISH AND GERMAN.  
EVERY PIANO SOLD BY US IS FULLY GUARANTEED BOTH  
BY THE MAKERS AND OURSELVES.

2190a] THE ROBINSON PIANO CO. LTD.

## THE VICTORIA DISPENSARY, HONGKONG.

### AERATED WATERS.

SIMPLY AERATED WATER.

LEMONADE.

SARSAPARILLA.

TONIC WATER.

SODA WATER.

GINGER ALE.

RASPBERRYADE.

LEMON-SQUASH.

SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers. [33a]

PARIS EXHIBITION, 1900.

## THE GRAND PRIZE

(HIGHEST AWARD) FOR SCOTCH WHISKY HAS BEEN AWARDED TO

## JOHN DEWAR & SONS, LTD.

SOLE AGENTS—

## H. PRICE & CO..

12, QUEEN'S ROAD.

## HONGKONG JOCKEY CLUB.

### NOTICE.

A N EXTRAORDINARY GENERAL MEETING OF MEMBERS of the above Club will be held in the City Hall TODAY (SATURDAY), the 27th October, at 12.15 P.M.

BUSINESS.—To confirm the Resolution passed at the Extraordinary General Meeting of Members held on the 13th October.

By Order.

T. F. HOUGH,  
Clerk of the Course.  
Hongkong, 27th October, 1900. [270]

## HONGKONG JOCKEY CLUB.

### NOTICE.

Owing to the source of supply of China Ponies being interrupted, the HONGKONG DERBY of 1901 will be RESERVED for WALTERS, number of which are being ordered from Sydney on subscription terms.

The subscription Griffins already ordered will also be eligible for entry.

No nomination of a horse or pony otherwise procured will be accepted.

Members wishing to subscribe for a Wager entitled to be entered for the Hongkong Derby of 1901 will oblige by applying at once to the undersigned.

By Order.

T. F. HOUGH,  
Clerk of the Course.  
Hongkong, 25th October, 1900. [270]

## CARBOLINEUM-AVENARIUS

USED FOR OVER TWENTY YEARS.

Thoroughly reliable preservative for Woods and Stone against White Ants, Decay, Fungus Rot, and Dampness.

Sole Agents for China.

LUTGENS, EINSTMANN & CO.,  
Hongkong, 31st August, 1897. [33]

## HOTELS

### WINDSOR GARDEN & RESTAURANT.

A PLEASANT 15 minutes' drive from town

will bring Visitors to above, which overlooks Happy Valley, and commands a magnificent view of the surrounding Hills and Race Course.

Unparalleled situation, in a quiet and healthy locality. Can be overlooked from the Bowen Road, from which Visitors may either walk down or ride by chair. Tennis, Croquet, &c.

Hongkong, 1st December, 1898. [46]

## KOWLOON HOTEL.

THIS HOTEL is situated in a quiet locality, away from the din and disturbance of the City, and surrounded by a delightful Garden, it is an ideal place of Residence.

The building stands on an eminence, giving a magnificent view of the Harbour and the City of Victoria. It is within easy access of the Kowloon Wharves, where the principal Mail Steamers disembark Passengers, and from which there is a regular ferry service to Hong Kong.

Bowling Alleys and Billiards.

The Cuisine is Excellent.

J. W. OSBORNE, Proprietor.

J. H. DOWNS, Manager.

Hongkong, 8th September, 1900. [2074]

## RAFFLES HOTEL, SINGAPORE.

SITUATION UNSURPASSED.

THE Finest Hotel in the East. Rooms en suite. Every Room with Private Bathrooms attached. Cuisine under two French Chefs.

CURRIES A SPECIALITY.

Every Room Home Comfort.

Electric Bells throughout the Hotel.

Electric Lights.

Electric Fans.

Terms Moderate.

SARKIES BROTHERS, Proprietors.

Hongkong, 1st May, 1900. [2219]

## VICTORIA HOTEL, SHAMEEN-CANTON.

THIS FIRST CLASS HOTEL having been thoroughly renovated, and a new

speciaily built 3 Storey wing added to it, now affords splendid Accommodation for 40 to 50

Visitors.

**INTEMATES.**  
BROWN, JONES & CO.  
MONUMENTAL SCULPTORS.

AMERICAN MARBLE  
ITALIAN MARBLE  
HONGKONG GRANITE.  
Designs and Prices on application.  
Office, 17A QUEEN'S RD. CENTRAL, 1ST FLOOR.

A. S. WATSON & CO.,  
LIMITED.

SPECIAL LINES.

SCOTCH WHISKY.

COGNAC BRANDY.

(HENNESSY'S).

CLARETS.

FROM THE FINEST CHATEAUX.

PORT &  
SHERRY.

[Including Wines bottled by the

Celebrated firm

GEO. G. SANDEMAN, SONS & CO.]

AERATED WATERS.

ABSOLUTE PURITY GUARANTEED.

HONGKONG DISPENSARY.

ESTABLISHED 1841.

[29]

BIRTHS.

On the 17th October, 1900, at 7, Chaofuong Road, Shanghai, the wife of J. DALTON, I.M. Customs, of a son.

At 1, Peitaiho Lfne, Shanghai, on the 18th October, 1900, the wife of G. DIXON, of a son.

On the 18th October, 1900, at 10, Mackham Road, Shanghai, the wife of R. LEMKE, of a daughter.

On the 20th October, 1900, at 63, Ridge Range Road, Shanghai, the wife of K. H. VON LINDBOM, of a daughter.

At 21, Quinsan Road, Shanghai, on the 20th October, 1900, the wife of GEORGE BUTLAND, of a son.

MARRIAGE.

On the 11th September, at St. Andrew's, Well Street, London, by the Rev. B. K. Cunningham, Chaplain to the Right Rev. the Lord Bishop of Winchester, HENRY, elder son of William Kenwick, M.P., of Eastwick Park, Surbiton, and Beechgrove, Dumfriesshire; th IDA WINIFRED (FREDA), youngest daughter of William JOHNSTON, of Cowhill Tower, Dumfriesshire.

DEATHS.

At Hongkong, on the 26th October, in his 65th year, ANTONIO AGUERO da CAVZ, of Macao. The funeral will pass the Monument at 6 p.m. today.

At Hawick, on the 15th October, 1900, AGNES GENTLE, wife of Erskine T. PYM, I.M. Customs.

At the General Hospital, Shanghai, on the 16th October, 1900, LINA BREITAG, formerly Kramer, aged 23 years.

The Daily Press.  
HONGKONG OFFICE: 14, DES VIEUX ROAD CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, October 27th, 1900

On the 10th March, 1896, when discussing in our leading article the Bill for the reconstitution of the Sanitary Board up for first reading at the meeting of the Legislative Council that day, we made some remarks which it will not be out of place to reproduce now. We then said:—"There is only one opinion in the European community as to the necessity of bringing the colony into a thoroughly sanitary condition, and if to cope with an epidemic it were necessary for the saving of time to throw the people's furniture out of window every one would say throw it out by all means. But it is right and proper that the commonsense of the community should have some say in the matter and that it should not be left wholly in the hands of officials responsible to no one but themselves; officials who may be over-active or sluggish by fits and starts. The whole history of government in Hongkong is a history of conspicuous failure, the progress the colony has made having been achieved in spite of and not

"with the assistance of the administration. "We throw no aspersions on the good intentions of the officials, but good intentions do not always bring forth good results." We went on to point out that the party which gave to England County Councils need not fear a violation of its political principles by joining the effort to secure for Hongkong "some small share of the liberty enjoyed everywhere else under the British flag, namely the liberty to manage our own Municipal and Sanitary affairs." This was four years and a half ago, and now in October, 1900, we are in no better position. The Sanitary Board, it is true, strives with praiseworthy persistency to do useful work, but if it depended on the encouragement given by the Government for its inspiration it would have given up the task in disgust long ago. Dr. HARTIGAN put the case strongly (but not, we think, too strongly) on Thursday, when he said that many of the officials look on the Board as a nuisance, "which should be a Board only in name, should not have power to dismiss the most worthless cooless eeliee or turn on the most necessary water-tap, a Board to be played with or snubbed, as the humour takes them, and occasionally, very occasionally, to be thrown a sop when such a gift neither hurts their own amour propre or is likely to be of any use." But if the Board is a nuisance from an official point of view, it is certainly a failure from the lay standpoint, and this failure is correctly ascribed by Dr. HARTIGAN to the fact that the official element is not with the Board. If the Board is a competent authority on sanitary matters its advice is valuable and should not be constantly put on one side, neglected, or deliberately rejected on one ground or another. The whole working of the system of sanitary control in the colony is thrown out by the dread inspired at home by the idea of "municipal control"—a curious bugbear to thrive in England. Why should a small measure of this be so fatal here, when such large doses are beneficial everywhere else under our flag? And can it be said that the officials have been in the past and now are "ruining" the colony so well that no change is called for? It is the residents who suffer from the effects of the official mistakes and shortcomings, but on no account apparently must they be allowed to have any real share in preventing similar mistakes in the future or making up for past shortcomings. We are to continue to do without sufficient or suitable public buildings, to continue to have hospitals, etc., erected on unhealthy, or inappropriate spots, to struggle still with perfectly preventable ills and inconveniences; but the officials must be allowed to carry on everything as before—and the reason apparently is that the official mind, at home and abroad, has a professional bias against unofficial advice and assistance. And yet these officials, outside the walls of their offices, are probably staunch upholders of the value of representative institutions. One of those vessels, the *Advertiser* was lost in the latter part of the sixties near Arch Rock, and the circumstances attending her career and disastrous wreck have been brought to mind by many old mariners round the Japan coast with stores, and generally to trade in the Orient in all kinds of merchandise. One of those vessels, the *Ferris S. Thompson* were weighing anchor about 500 yards off Arch Rock the stokes of her mud-hock brought up the end of a big anchor and a ship's hawser-pipe, and both were put on board the tug *Sea King*, and taken ashore. It is surmised that the "find" will lead to other portions of the wreck being located.

We regret to announce that Mr. A. A. da Cruz, agent of the Hongkong, Canton, and Macao Steamboat Company, Limited, died yesterday, after a protracted illness, at the house of a relative in Peel Street. The deceased gentleman, who made many friends in the colony, was about fifty-five years of age. Death was due to cancer in the stomach.

A Chinese constable was on duty near the Government Civil Hospital at one o'clock yesterday morning when he heard two of his countrymen shouting at the top of their voices. He told them to stop, as people wanted to sleep. One of the men was drunk, and he took notice of what the constable said, whilst the other, who was sober, shouted all the more. The constable accordingly took them to the Magistracy, where they were fined.

Our readers will have noticed a large two-storyed building rising on the sky-line just above Victoria. This is the new hospital in course of erection for Drs. Hartigan, Stedman and Rennie, and it is now being roofed and will be ready for occupation in a few months. It contains twenty bedrooms and is specially designed for the comfort of patients. The site is a healthy and bracing one, commanding unrivalled views both of the harbour and of the islands to the south. A short though steep path is being cut from the Tram Station up to the Hospital, which will save a journey of a quarter of a mile.

The pier now well on its way to completion at New Pedder's Wharf was designed by Messrs. Coode, Son and Matthews, consulting engineers, of Westminster, and is being constructed by the Horbury Iron Company. When completed, it will be 200 feet long, 41 feet wide, and cost upwards of £10,000. It has eight flights of iron steps, and will easily accommodate eight launches at one time. The base of the pier, which is of granite, and has two flights of stone steps, is 120 feet wide, and projects 40 feet into the harbour. His Excellency the Governor, we understand, has consented to open the pier on a date to be fixed in November.

No fresh plague cases or deaths were reported in the 24 hours ending at noon yesterday.

Heavy floods in Burma have damaged the railway line and washed away several bridges, which will take some time to restore.

The Band of the Royal Welsh Fusiliers will play at the Hongkong Hotel this evening from 8 p.m. to 9.30 p.m. The programme will be—March ..... "Austrian 23rd Regiment" Schœlœuf Overture ..... "Don Juan" ..... Mozart Selection ..... "Florodora" ..... Stuart Extra ..... "La Cigale" ..... Coote Entrée ..... "Philemon et Baucis" ..... Gounod Selection ..... "Leslie Stuart's Song" ..... Allou Extra ..... "La Czarina" ..... Janne Manzurka ..... "God Save the Queen."

On the evening of the 22nd inst. an Indian sergeant arrested the master of a trading junk at Tung Cheung, Lantau Island, in the district of Tai Po, for being in unlawful possession of kerosene. He was found to have 62 tins of kerosene on board, and he was trying to sell it. On the man being brought over to Hongkong it was found that the tins were similar to those on the launch *Ice Yuk*, which was lost the other day. On the man coming before Mr. Hazelton he was discharged. His Worship expressing the opinion that he did not think the man had any felonious intent.

Thirty six new locomotives are expected to arrive in Burma for use on the railway during the next six months. These new engines have been built in England, and are of a pattern better suited to the work they will have to do than some of the importations in recent years. Besides, all their parts will be interchangeable, which is a great advantage when they are sent to the workshops for repairs, slight or otherwise. There, however, seems little prospect of the rolling-stock being increased, to meet the demands of all the open lines in the province for some time to come.

Engineering says that iron made in Shansi costs from 2½ to 3d. per ton per mile for carriage under the conditions existing there. A very simple calculation would serve to show the very limited radius over which it could be profitably distributed. In Shansi, cast-iron rods would be made for a little over 12d. per ton; at Middlesborough, it costs 3d. 12s., and at Pittsburgh, 2d. 12s. Once railways are developed, the inexhaustible stores of iron and coal in China would become available for the world. Our present output of about 200 million tons of coal may exhaust our supply in a few generations; the Chinese province of Shansi alone could maintain that output for a thousand years or more. The time, perhaps, is not far distant when we could get coal from China in place of sending it there.

"Away back in the sixties," writes an old press correspondent, "there used to run across the Pacific to and from Hongkong, China, Japan, San Francisco, &c., quite a little fleet of sailing vessels to assist the whalers round the Japan coast with stores, and generally to trade in the Orient in all kinds of merchandise. One of those vessels, the *Advertiser* was lost in the latter part of the sixties near Arch Rock, and the circumstances attending her career and disastrous wreck have been brought to mind by many old mariners round the Japan coast with stores, and generally to trade in the Orient in all kinds of merchandise. One of those vessels, the *Ferris S. Thompson* were weighing anchor about 500 yards off Arch Rock the stokes of her mud-hock brought up the end of a big anchor and a ship's hawser-pipe, and both were put on board the tug *Sea King*, and taken ashore. It is stated that the fighting, while it lasted, was most severe, and that the "Black" Boxers were not dispersed and routed until they had lost nearly 300 men. The Allied losses were comparatively small.

According to the Northern correspondent of the *Universal Gazette*, the Boxers who lately overran Peking and Chihli province were generally uniformed in either crimson or yellow turbans and coats, but that since the entrance of the Allied forces into Peking these red and yellow Boxers have disappeared altogether from the scene. When the Allied force, however, which lately started for Peking from Peking had got half-way en route, it was opposed by a large force of disbandied soldiers who styled themselves "Black" Boxers or *I Ho Chuan*, from the black turbans they wore. It is stated that the fighting, while it lasted, was most severe, and that the "Black" Boxers were not dispersed and routed until they had lost nearly 300 men. The Allied losses were comparatively small.

Referring to the introduction of coal-cutting machinery in the mines of the world, the *Age of Steel* has the following: During the last decade the output per man in Great Britain has fallen from 325 to 291 tons. The actual production per head in the United States is 68 per cent. more than in Great Britain, some of which is to be accounted for by the freer use of machinery. The tonnage per employee in the year 1898 was 291 in Great Britain; 490 in the United States; 338 in Canada; 453 in New South Wales; and 453 in New Zealand. It cannot be said that the British coal-miner is less skillful or sturdy than those who outpace him in tonnage of product, for in mines of the western world and in those of Australia, he is as much in evidence as any other nationality. It is a question of changed conditions and improved mechanical devices. A mine in Canada is said to have had no use of a pick since its shaft was sunk. The cutting is done by percussion machinery, and the drilling by compressed air. The output is over two thousand tons per day, and the number of employees above and below ground is not more than three hundred. It is useless to suppose that in the coal mining industries, labour-saving appliances should be given the cold shoulder, or should make a halt in the march of progress.

Scene: Hongkong Post Office. Foreign visitor: "What do you charge for the pictures of Queen Victoria and the two Generals underneath in the picture case outside?" Chinese clerk: "Me no sake; you go upstairs, all the same by weight." Foreign visitor (a trifling person): "I will buy three, one Queen Victoria in the small round scarfs pin, and the bigger ones. Generals Roberts and Kitchener. There can't be much in the weight of the whole three" Chinese clerk: "Me no sake. S'pose they weigh more, you pay more, if not so much, you pay not so much. See upstairs: no my p'lin" (pointing to the right with his hand). Foreign visitor's wife to Foreign visitor, (more puzzled than ever): "Don't you understand? They sell by weight. Go upstairs and see, and if they be cheap, buy that American officer for me, evidently completes the lot. He looks nice." Foreign visitor shoots up stairs, but the bargains were not struck apparently, for the pictures still remain in the case for the Hongkong public to gaze at.

In the match Club v. Public Schools to be played on the Cricket Ground to-day, beginning at 11 a.m., the following are the respective elevens:—Club: A. G. Ward, F. Maidland, A. MacKenzie, Captain Wall, L.M.S. T. Sercombe Smith, F. H. Sawyer, Rev. E. H. Good, R.N., Rev. J. A. Dexter, R.N., D. E. Hanson, Capt. Doughty, R.W.F. and Lt. Hutchinson, L.M.S. Public Schools: W. C. Nicholson (Cheltenham), D. W. Salter (Cheltenham), Major Evans, A.P.D. (Hailsham), Capt. Austin, R.M.L.I. (Harrow), Captain Langhorne, R.A. (Trowbridge), R. D. Anderson (Winchester), H. Hill, H.W.F. (Rugby), Lt. Strong, R.M.L.I. (Wellington), J. A. Higgins, R.W.F. (Wellington), Lt. Krickenbach (Jersey), J. Lamb (Bolton). Toss will be provided in the Pavilion.

At Rangoon a new volunteer company to be styled the Merchants' Company was formed on the 10th inst., and is to be attached to the Rangoon Volunteer Rifles. About twenty names were enrolled at the meeting. Many merchants have expressed their intention of joining the new company, and there is said to be every indication of the institution proving successful and popular.

Ships reaching Shanghai from Yangtze ports reported H.M.S. *Dolphin*, U.S.S. *Nashville* and a Russian gunboat at Hankow on the 16th inst.; H.M.S. *Redpole* at Kinkiang on the 17th; H.M.S. *Rosario* at Wuhan on the 18th; H.M.S. *Boaverley* at Nanking on the 18th, and H.M.S. *Marathon* and *Wallaroo* at Chinkiang on the 18th. The *Marathon* returned to Woosung on the 21st with eight invalids on board.

The stories that the Taipai had protested against the foreign troops in Shanghai marching outside the limits of the Settlements seem to have been considerably exaggerated, says the *N.C. Daily News*. We understand that what really happened was that the Taipai wrote to the Senior Consul, saying that, as the sudden appearance of large bodies of troops in the country might alarm the people, he would be glad if notice were sent him before these marches took place. "That was all," concludes our contemporary. "A reasonable request."

The second match of the Kobe Cricket Week ended on the 18th inst. in a victory for Shanghai by 4 wickets. The scores were:—Shanghai 147 and 61 for 6 wickets. Yokohama 79 and 127. The concluding match, Kobe v. Shanghai, commenced next day. Shanghai won in first and made 174 (H. S. King 60) after losing 5 wickets for 17 runs. Kobe in reply made 135. Shanghai, after making 179 for 5 wickets, put their opponents in and got them out for 86, thus winning by 132 runs. It is to be hoped that next year Hongkong will be able to take part in this interport contest.

The bridge at mile 86 on the Sittang Section of the Burma State Railway, which recently gave trouble, was again, on the 5th inst., rendered unsafe for traffic, another of the piers having given way owing to heavy floods caused by torrential rain in the districts. A special train with Mr. Wagstaff, District Engineer, and Mr. Biggwith, officiating Traffic Manager, and a staff of workmen, left at 6 p.m. for the scene, but nothing could be done in consequence of the continued rush of water. Passengers from mail and mixed trains have to be transhipped across the breach in boats, and orders have been issued stopping the booking of all goods and live-stock above Deiku Station. The trains are arriving about two hours late in consequence and will continue to do so till the line is set right.

According to the Northern correspondent of the *Universal Gazette*, the Boxers who lately overran Peking and Chihli province were generally uniformed in either crimson or yellow turbans and coats, but that since the entrance of the Allied forces into Peking these red and yellow Boxers have disappeared altogether from the scene. When the Allied force, however, which lately started for Peking from Peking had got half-way en route, it was opposed by a large force of disbanded soldiers who styled themselves "Black" Boxers or *I Ho Chuan*, from the black turbans they wore. It is stated that the fighting, while it lasted, was most severe, and that the "Black" Boxers were not dispersed and routed until they had lost nearly 300 men. The Allied losses were comparatively small.

Referring to the introduction of coal-cutting machinery in the mines of the world, the *Age of Steel* has the following: During the last decade the output per man in Great Britain has fallen from 325 to 291 tons. The actual production per head in the United States is 68 per cent. more than in Great Britain, some of which is to be accounted for by the freer use of machinery. The tonnage per employee in the year 1898 was 291 in Great Britain; 490 in the United States; 338 in Canada; 453 in New South Wales; and 453 in New Zealand. It cannot be said that the British coal-miner is less skillful or sturdy than those who outpace him in tonnage of product, for in mines of the western world and in those of Australia, he is as much in evidence as any other nationality. It is a question of changed conditions and improved mechanical devices. A mine in Canada is said to have had no use of a pick since its shaft was sunk. The cutting is done by percussion machinery, and the drilling by compressed air. The output is over two thousand tons per day, and the number of employees above and below ground is not more than three hundred. It is useless to suppose that in the coal mining industries, labour-saving appliances should be given the cold shoulder, or should make a halt in the march of progress.

LOCAL MOVEMENTS.

The British transport *City of Cambridge* arrived yesterday morning from Calcutta, which port she left on the 13th inst.

The hospital ship *Carthage* returned yesterday morning from Weihsien.

The German torpedo boat No. 91 came back yesterday from Shanghai.

The British transport *Duke of Portland* left for Taku.

The French *Descartes* arrived from Taku yesterday.

The British transports *Newcastle* and *Nerubudda* left in the afternoon for India.

THE REPORTED BATTLE NEAR YEUNG FU.

No confirmation of the reported battle between the rebels and villagers near Yeung Fu, appears to have come to hand, and there is some ground for believing that the report that 61 villages were destroyed is an exaggeration. The Queen is angry with China now, so it has no right to have a place in the world itself.

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

[ALL RIGHTS RESERVED.]

## THROUGH SOUTH AFRICA.

[BY ARNOT REED.]

VI.

## A PUBLIC BENEFACTOR.

"I must now say a few words regarding our late Chief Engineer, Mr. George Labram, who, with his fellow workers, came to the assistance of the defence of this town, first manufacturing shells for the military authorities when they were deficient in ammunition for their small guns—shells which answered most satisfactorily—and afterwards, as you are aware, constructing here, right in the centre of Africa, a gun throwing a 30-pound projectile, which, I am told, is equal in all essentials to anything turned out by Woolwich or Krupp's. We know the results. We were able to compete with our opponents, and the town felt perfect confidence, because, at length we had a piece of ordnance far, far better than the guns which had been brought against us up to that time. It is sad to think that the man to whose genius all this was due should be singled out as the victim of the tragic occurrence which so shortly afterwards took place, that the one man in the town to whom we owed everything, and upon whom we relied, should have been taken from us, out of a population of from 45,000 to 50,000 persons. I am correct in this estimate of the number of inhabitants, because the last census of the military authorities, after the departure of the natives from the compounds, showed over 45,000 people. Yet this one man, upon whom we were all so dependent, and whose mechanical genius had achieved this remarkable result, was snatched from our midst, and on the surface it would appear that the reward of his labours was this dreadful calamity that put an end to his career. But his record will remain, and we shall never forget that in our direst moments he worked for us night and day, and that his wonderful skill in utilising the resources here obtainable, produced something which is, I believe, without precedent in the history of warfare. You have, therefore, the position, so far as this Company is concerned, that we did our duty by this community, a community to a great extent made up of our own people, and our own workmen. I believe the population of Kimberley includes 24,000 to 15,000 whites. Our workmen number 2,000, their women and children another 4,000; so that we represent almost half the white population and most of the property in this place. And when we are thanked for our services, as we have been by the Mayor and Town Council, I am bound to reply: We were helping ourselves; we did our duty by the place, and we are pleased that our exertions have met with the approbation of the members of the community other than our own employees. We merely did our duty.

## THE DEFENCE OF KIMBERLEY.

I believe, however, that by our assistance we have materially helped to maintain the defence of this town. And when we consider this matter of the defence of Kimberley, it really is not a bad record. You must remember that it was a defence practically maintained by citizen soldiers. Our garrison consisted of about 4,500 men of all arms, and when we consider that out of this number the military authorities contributed about 500 men—to whom we express our most cordial thanks—I think the fact will be recognised that it is the brunt of the work that has fallen upon our citizen soldiers. Our poets have lately been exercising their talents on military themes, and I would offer a suggestion to Mr. Rudyard Kipling that he should devote his thoughts to a lay of the Citizen Soldier. I think we made a fair defence. We do not claim to have performed exceptional deeds of heroism, but for four weary months the citizen members of the defence force have sat on those heavy, and day in, day out, they have cheerfully carried out the obligations which they undertook. Then if you turn to those citizens who joined our mounted forces you will find that theirs too is not a bad record, even from a military point of view. In three short weeks, out of an effective force of 700 men, there were nearly 120 who lie in your grave-yard, or who were severely or slightly wounded. The work they did during the earlier portion of the siege was, as you are aware, materially assisted by the bravery of their leader, the late Major Scott Turner. I read the account of the fight in which he was killed, and I could not believe my eyes. I suppose it was owing to what is termed the military censorship, but I read in the Times that there had been a "reconnaissance in force," during which Major Scott Turner had lost his life. "What are the real facts?" On the Saturday, as you remember, he took a redoubt, with 40 men under his command, and came back with 30 Boer prisoners. On the Tuesday he found that the redoubt had been again occupied by the Boers and he again attempted to take that redoubt, this time with 70 men. In so doing he lost his life, and of the 70 men he took with him only 20 got back unscathed—there were 30 killed or wounded. Very few people know these facts, and I take this opportunity of placing it on record, that 70 citizen soldiers of Kimberley went to take that position, and that out of that number there were only 20 who were able to creep away alive, or unscathed, after nightfall. That is the true statement of what took place, and I think it may now go forth to the world without in any way prejudicially affecting the military situation. I should mention that a deep sense of gratitude is due to the Cape Police, who have done such yeoman service. I look upon them as part of the citizen soldiers, as they are all men of this country, who have taken to police duty rather than to farming or pursuits in the Kaffir."

THE BOMBARDMENT—NO SURRENDER.  
"Well, we went on, and finally we had the big gun brought against us. We will not make a long story of that. We all know how unpleasant it was to be shelled all day by a gun throwing a 100-pound shell, and one which I am given to understand by military men, is one of the most perfect pieces of artillery that has been made. I think we were right to put the women and children down the mines. But, let me say, there was no thought of surrender. We had a meeting. I, as Chairman of this Company, the Mayor, and some of the leading citizens, met together, and we sent word to the military authorities that we considered that the situation was serious. But we never talked of surrender. We knew that we could keep the women and children down the mines, and could hold our own, but we felt that the relief of Kimberley was not only the personal relief of ourselves, but would change the whole military position, and that the right thing to do was to strike from the western border at Bloemfontein and Pretoria. The results have proved the correctness of that view; to-day the whole military situation is different and we feel sure that before long order will be restored throughout this country. (Cheers.)

## HONOUR TO WHOM HONOUR IS DUE.

"Our thanks are due, then, to our citizen soldiers; and they are especially due to General French who made that brilliant ride and relieved us, cleared the Boers around Kimberley, and then, barely stopping a day, got back to Modder River to help Lord Kitchener in those further operations which are still going on. We thank our military assistants in the defence, but we insist upon it that the defence has been a defence by citizen soldiers. In conclusion let me say how thankful we are that the War Office at home has at last sent us Lords Roberts and Kitchener, for we, as simple civilians not versed in military tactics, only know that since their arrival a complete alteration has taken place; and finally, I would submit to you this thought, that when we look back upon the troubles we have gone through, and especially all that has been suffered by the women and children, we have this satisfaction that we have done our best to preserve that which is the best commercial asset in the world, the protection of Her Majesty's flag. (Cheers.)

## PRESENT FINANCES.

"It has been suggested to me that it would be well for me to refer to our financial position at the present time. During the last four months we have not, as shareholders are well aware, been working our mines, while our expenditure has almost continued at the same rate; as against the natives who have been paid off there has been the relief work. The only saving there has been is in fuel, and against this there has been no return of diamonds. We owe the bank to £213,000; our liabilities in London for debenture interest and sinking fund amount to £270,000; our expenses for the balance of February and March total £25,000; dynamite factory £25,000; provisions and coal ordered—we have ordered large shipments of coal from England, as we believe it will be some time before an adequate supply can be obtained from the mines in the Colony—£100,000; and the cash purchase of the New Bullockton Company—the negotiations regarding which are practically closed and which will practically give to the whole of the four mines—£125,000. These liabilities show a total of £738,000, against which we have diamonds valued at £167,000, this giving a debit balance of £561,000. Against this we have a reserve fund of about £12,000, so that we renew work with an asset of about £500,000." (Applause.)

(To be concluded.)

## THE NEW JAPANESE CABINET.

From a despatch from Tokyo we learn that the Ministerial change has at last been effected in the Japanese Government: the new Ministry being organised, as had been expected, under the Premiership of Marquis Ito. The personnel of the new Cabinet comprises—

Premier, Marquis Ito.  
Minister of Finance, Viscount Watanabe, who occupied the same portfolio in time of the Marquis's Cabinet previous to the late Yamagata Ministry.

Minister of Foreign Affairs, Mr. T. Kata, formerly accredited to the Court of St. James Envoy Extraordinary and Minister Plenipotentiary.

Minister of Home Affairs, Baron Suyematsu, ex-Minister of Communications in the last Ito Cabinet.

Minister of Communication, Mr. Hoshi, formerly accredited to Washington as Envoy Extraordinary and Minister Plenipotentiary, and the admitted leader of the defunct Liberal Party.

Minister of Justice, Baron Kaneko, ex-Minister of Agriculture and Commerce in the last Ito Cabinet.

Minister of Agriculture and Commerce, Mr. K. Hayashi (ex-Minister of Communications in the last Okuma).

Minister of Education, Mr. M. Matsuda (ex-Minister of Finance in the last Okuma Cabinet).

The portfolio of War and the Navy stood out of the political whirl, it being almost impossible for party men to manage the affairs in these departments.

It may be admitted that this change is the first instance of a party Cabinet strictly speaking, in the history of the Japanese Government; almost all the ministers being the members of the *Seiyukai* (Constitutional Political Association), organised and presided over by the distinguished statesman. How the reins of the Japanese Government will hereafter be held, how the diplomatic complications will be solved, and how the Eastern (or rather Chinese) problems will be dealt with, may well call for the attention of the Powers interested in the Far East—Contributed.

## LATEST STEAMER MOVEMENTS.

The Indo-China steamer *Chakura*, from Cictic and Saigon, left Singapore for this port on Thursday the 20th inst., at 3 a.m.

The silk ax, the C.P. Bremen, Captain of Japan arrived at New York on the 25th inst.,

## CANTON.

[FROM OUR CORRESPONDENT]

Canton, 23rd October.  
THE PROGRESS OF THE WAICHOW REVOLT—DEFEATS OF THE IMPERIALISTS.

With reference to the Waichow rebellion, of which I wrote in my letter of the 20th ult., which was published in your issue of the 22nd, a certain person lately returned from Waichow gives the following details:—The headquarters of the rebels, he says, are at Num Shan, the men being scattered about in different encampments, some at Tam Shan, some at Ping Shan, some at Ping Tam and other places. It is not a fact that all of them refrained from pillage; some of them did rob, and whenever they came across anyone speaking Human or Manchu dialect they proceeded to kill him, though those not speaking such dialects were treated leniently. A few days ago when the Imperial troops, under the command of Ma Wai Kee, went to Ping Tam to attack the rebels, the latter lay an ambush in the sugarcane plantations and as the Imperial troops were marching past discharged a volley of musketry, which threw them into confusion and panic, some being killed and some wounded. Many ran away, and others threw themselves into deep ditches. Upon learning of this catastrophe General Lin Pang Shing led his army to their rescue; but before he arrived on the spot the rebels had fled to their mountain fastnesses. Ping Tam is not far from Waichow city, and as the inhabitants were panic-stricken in consequence of the disturbances, the city gate was closed for a few days. It is said that the rebels retreated to Sam Chuk to muster a large force again to oppose the Imperial troops. The Acting Viceroy, Tak Sow, hearing of the repeated defeats of the Imperial troops, has ordered General Chiang Wai Lam to take the On Yang regiments, and General Foo Chan Hoi, the late Brigadier chief, together with his A.D.C.'s, Luk Kin and Luk Hin, and his brigand-soldiers, to cope with the rebels, on the principle I suppose of "Set a thief to catch a thief."

## WAICHOW REFUGEES AT CANTON.

In consequence of the Waichow rebellion, over a hundred refugees, young and old, male and female, speaking Waichow and Tung Kim dialects, have arrived at Canton shabbily clad and apparently in great misery. They have gone to the North and East gates seeking succour and accommodation.

## PROTECTING THE NATIVE CHRISTIANS.

"It has been suggested to me that it would be well for me to refer to our financial position at the present time. During the last four months we have not, as shareholders are well aware, been working our mines, while our expenditure has almost continued at the same rate; as against the natives who have been paid off there has been the relief work. The only saving there has been is in fuel, and against this there has been no return of diamonds. We owe the bank to £213,000; our liabilities in London for debenture interest and sinking fund amount to £270,000; our expenses for the balance of February and March total £25,000; dynamite factory £25,000; provisions and coal ordered—we have ordered large shipments of coal from England, as we believe it will be some time before an adequate supply can be obtained from the mines in the Colony—£100,000; and the cash purchase of the New Bullockton Company—the negotiations regarding which are practically closed and which will practically give to the whole of the four mines—£125,000. These liabilities show a total of £738,000, against which we have diamonds valued at £167,000, this giving a debit balance of £561,000. Against this we have a reserve fund of about £12,000, so that we renew work with an asset of about £500,000." (Applause.)

Canton, 25th October, 5 p.m.

## AN IMPEBBLE VICTORY AT LAST.

Later news has reached Canton to the effect that on the 20th instant, at 8 a.m., the Imperial troops attacked the rebels at Ping Tam, the fight lasting till noon. The Imperial troops were victorious, several hundreds of the insurgents being killed, four or five of their leading officers and two generals taken prisoners. H.E. Wu, the Commander of the Imperial army, himself took a sword and beheaded 60 to 70 rebels. He led his troops back to Hwang-Sha and reported his victory. The civil and military officials were much elated and congratulated him heartily.

As I write this I am told that the troops are coming back in boats towed by steam launches, amid a great firing of crackers.

## TIENSIN.

[FROM A CORRESPONDENT]

Tientsin, 10th October.  
The following extracts from a private letter, dated Tientsin, to-day, may interest some of your readers.—

## A PUZZLING SITUATION.

The public situation illustrates confusion worse confounded, and every new move by any one player in the political chess-board seems only to mystify the student and to darken policy. I hear on authority so excellent that I am forced to believe it, that the Russians four days ago restored the Palace to the Chinese, and that after an interval of one day the British went in and took them over from the Chinese. Now what can an average man make of a move like this? Is it a made up bit of play, between the two Powers, or is it Codlin province, to the Chinamen that he, and not Short, is their friend? Why is Russia, after a display of savagery on the Chinese rustics unexpected in the last half century, suddenly wheeling about and coqueting with the Mandarins? Why this coveting of Li Hung-chang, the withdrawal of Bank and Legation to Tientsin, the anxiety to get hold of the railway in its entirety from Nanchang to Peking? If Manchuria only is the object, surely there is no occasion for this sudden assumption of uxorious friendliness towards the Chinese goat. No European power is going to quarrel with Russia over Manchuria, and Chinese anxiety will not allay Japanese anxiety in that question.

## THE SHANHAIKWAN AFFAIR.

We hear of ructions the other day at Shanhaikwan. The British, German, and one other Admiral were at the Railway Station to receive the Russian General when he arrived by train with his soldiers. They were stoutly and urbanely incorporated and the more their graces fumed and fidged at the unexpected check the more polite they grew. He threatened a diplomatic storm, but the heat in possession kept on rising. One may doubt the wisdom of a course of conduct, but it may well call for the attention of the Powers interested in the Far East—Contributed.

## LATEST STEAMER MOVEMENTS.

The Indo-China steamer *Chakura*, from Cictic and Saigon, left Singapore for this port on Thursday the 20th inst., at 3 a.m.

The silk ax, the C.P. Bremen, Captain of Japan arrived at New York on the 25th inst.,

for our people to put their spoke into railway affairs after Russia has done so much in the way of track defence, repair and administration. What would have been just and proper interference a month or two months ago seems now like the intrusion of a jealous badger. The humour comes in here—that we have all along been jockeyed out of everything, and have been relegated to a back seat in consequence either of misplaced magnanimity or of sheer lack of enterprise, while our rivals have been laughing at our stupidity: now it is their turn to be jockeyed and elbowed out and to have to submit to mild chaff."

## CONCEIVING FLIES.

We are all glad that Seymour has found some bunting in his ships' stores: as far as ocular demonstration goes, a Britisher might have taken an oath that all our troops and naval brigades travelled without that useful commodity, just as he might have sworn that it formed nine-tenths of the Japanese and French equipment. By the bye, did you hear that curious story of the flag at the capture of the North-West Fort at Taku on the morning of June 17th? A Jap and a British officer reached the flag-staff together, down came the Dragon; but what was to go up instead? Neither man had a flag. The Jap slipped off his coat, took off his shirt, halved it, snared a big round circle with the blood of a dead Celestial and ran up an improvised "Rising Sun." I have made many enquiries to substantiate this gruesome story but have failed. Believe it if you like, but you may depend it will, whether true or false, find its way into the history books, like "Up guards and at them," and stay there till some sceptical Dryas arrives to confute it by negative disproof. I was lamenting that the "blue" of the Union Jack precluded similar improvisations to our old friend M—, when he remarked "Nonsense. Kill an aristocrat!"

## LOOT THE DEMONALISER.

The expedition to Puching has started at last: I suppose like the capture of Tientsin and Peking, it will end in an orgy of loot. You have no idea how loot demoralises both men and officers: it infects them as measles did the South Sea Islanders and in my opinion does them as much harm. It is just pitiable to hear our fellows talk in these days, and I hear other nationalities are just as bad: at mess nothing else is spoken of but loot and promotion.

## A TALE OF ENTERPRISE.

I hear that—your Hongkong broker, has had a big stroke of luck: he is said to have bought from a Russian officer for \$3,000 the Order and Insignia of the Black Eagle conferred by Emperor William on Kwang Hua, together with an autograph letter. Count Walders is very desirous of recovering the valued gag-gaw and asked—to name his price, "£2,000," said the enterprising speculator; and on dit he will get it. I do not guarantee the verbal accuracy of all this fiction and jetsam thrown up by the soothsaying of war; I can assure you however that it is not mere flim-flam. In any case it is better stuff to write about than my usual inanities.

## PROPOSED ADDITIONS TO THE INDIAN ARMY.

In the *Daily Chronicle* Mr. Henry Norman describes an interesting railway journey along the Russian lines from Baku through the Trans-Caspian military district to Bokhara. From his narrative we extract the following:—Nothing impresses you so much on this Trans-Caspian journey as the names of the places at which the train stops. Most readers, for instance, will remember how the word "Merv" once rang through England, how the fear of some people that Russia meant to seize it, and beyond it, all Central Asia, gave rise to the sarcastic adjective "mervousness"; how Russia assured us that she did not mean to take it; how she took it soon afterwards; and how she built from it a line with no other possible object but, should need arise, to hurry troops to Herat. Well, the train slackens speed on the second evening, draws up to a long platform full of brilliant uniforms whose wearers are escorting elegant ladies, while a band strikes up a gay tune; you pass a row of brightly-lighted offices where rows of clerks and telegraph-operators are at work, and your window stops exactly opposite the word "Merv" over the central doorway. You cannot quite believe it. But it is fact, and so is the branch line that runs from here to Kushkihi Post, on the very frontier of Afghanistan, less than eighty miles from Herat, with no natural obstacles between the two. This is the famous "Murgab Branch," named after the river which creates the great Merv oasis, and the utmost secrecy is rigorously preserved about it. No foreigner but one, and he by accident, has ever travelled over it, and not a scrap of information can be had officially about it. At present a train runs down the branch twice a day, the journey of less than two hundred miles in something under twenty hours. There is no commerce of any kind—it is simply a military line intended to threaten India. Some day, however—and my own opinion is that this day will come sooner than most people think—it will be a line in the great railway chain uniting Europe and the East.

What room for emotion you have left is filled by the sight of the station of Bokhara. This former home of the most savage and exclusive fanaticism in the world is not seen from the railway, for the Russians thought it safer to avoid the immediate neighbourhood of the city, so they laid their line ten miles away, and all you see is a neat stone station, and a couple of dormitories awaiting passengers. In the small hours of the next morning you reach the junction of Charkhovo, whence one line goes north to Tashkent, and another due east to Andijan, and taking the northern route you are in Tashkent, the administrative centre of Turkestan, and residence of the Governor-General, at nine o'clock.

You have thus travelled 1,153 miles in about sixty-five hours, to the very heart of Asia. Except for the first hundred versts, whose old rails were laid, the track is solid, the rolling stock good, and the speed excellent. Absolute peace and security reign where, so few years ago, after barbarism prevailed. Agriculture especially the production of cotton—has already outstripped the capacity of the railway. The military advantages which the line offers are too great and too conspicuous to call for mention. It is a daring enterprise, magnificently executed. Physical difficulties and diplomatic obstacles have been all disregarded. Moreover, it is but the beginning of what is to be in this part of the world. No thoughtful foreigner can make the journey without conceiving a profound admiration of Russia's courage and a profound respect for her power.

## JOINT STOCK SHARES.

Mr. J. Y. Vernon says in his Weekly Share Report dated Hongkong, 26th October: The notable feature in the market during the week is the continued advance of

## NEW ADVERTISEMENTS

## WANTED.

PASSAGE to Australia by a SURGEON.  
Apply— J. F. EDWARDS,  
British P.O.,  
Shanghai.  
Shanghai, 20th October, 1900. [2747]

## WANTED.

A TRAINED SPORTING DOG.  
Apply to— X.  
Care of Office of this Paper.  
Hongkong, 27th October, 1900. [2749]

## THE HONGKONG RIFLE ASSOCIATION.

OWING to the Volunteer Field Day, there will be NO COMPETITION TO-DAY (SATURDAY), the 27th inst., but the range will be open for Practice to Members wishing to use it.

MOWBRAY S. NORTHCOTE,  
Hon. Secretary.  
Hongkong, 27th October, 1900. [2750]

## PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

on MONDAY,  
the 30th October, 1900, at 2.30 P.M., at his Sales Rooms, Queen's Road.

SUNDAY HOUSEHOLD FURNITURE, &c.,  
Comprising:

DRAWING, DINING and BEDROOM FURNITURE, CROCKERY, GLASS and PLATED WARE.

PIANO, JINRICKSHA, BICYCLE, FOWLING PIECE, REVOLVERS, IRON SAFE, COOKING STOVES, and One KODAK'S CAMERA.

Ac. &c. &c.  
TERMS OF SALE: As Customary.  
V. I. REMEDIOS,  
Auctioneer.  
Hongkong, 27th October, 1900. [2748]

GLEN LINE OF STEAMERS.

FOR NEW YORK.  
THE Company's Steamship

"GLENGARRY,"  
Captain F. Godre, will be despatched for the above port on the 25th November, 1900.

For Freight or Passage apply to  
MCGREGOR BROS. & GOW,  
Agents.

Hongkong, 28th October, 1900. [2746]

THE HONGKONG WEEKLY PRESS is now ready and contains—

Misapprehensions and Mistakes about China.

Old and New Policy in China.

The Kwangtung Revolt.

The Anglo-German Agreement.

The Elections.

The Crisis: Telegrams.

Legislative Council.

Sanitary Board.

Supreme Court.

The Crisis in China.

Occasional Notes.

Hongkong Volunteers in Camp.

The Murders and Piracy on the "Nauchan."

Concert at St. George's Hall.

Stanton Street Backyards Case.

Soldiers and Sailors' China Relief Fund.

Changes in the Pacific Mail Co.

Singapore Estimates for 1901.

The German Circular Note.

Macao.

Canton.

Manila.

Correspondence.

Alice and Nethersole Hospitals.

China Traders' Insurance Co.

Dairy Farm Co.

Cricket.

Football.

Hongkong Volunteer Corps.

A New Magazine.

The Fire on the "Rohilla."

The German Circular Note to the Powers.

Curious Story from Peking.

Foochow.

Hongkong and Port News.

Subscription, \$12 per Annum, payable in advance; postage, 8¢.

Extra copies 30 cents each, Cash.

Copies can be posted from the Office to addresses sent; including postage 34 cents each, or \$1 for three copies Cash.

Hongkong, 26th October, 1900. [2745]

## WANTED.

AN OFFICE ASSISTANT; preference given to candidate with knowledge of TYPEWRITING and SHORTHAND.

Apply at Head Office of

THE HONGKONG & WHAMPOA DOCK CO., LTD.

Hongkong, 24th October, 1900. [2746]

## WING CHEONG.

Dealers in JEWELRY, PEARLS, DIAMONDS, CURIOS, JADESTONESTWARE, CARVED IVORYWARE, SILKS, and GRASS CLOTHS.

AND GENERAL EXPORTERS.

We beg to inform the Ladies and Gentlemen of this Colony that we commenced Business on the 11th April, 1900, and we solicit their kind patronage.

Nos. 1 & 3 D'AQUILAR STREET.

Behind Hongkong Dispensary.

Hongkong, 5th April, 1900. [2581]

## CARMICHAEL &amp; BARLOW,

CONSULTING ENGINEERS, SURVEYORS, AND CONTRACTORS,

QUEEN'S BUILDINGS.

DESIGNS and Specifications prepared for any class of Steamships. Launches and light-draught vessels a specialty. Contractors for the supply and erection of any type of machinery. New work and repairs supervised. New and second hand Launches for Sale. Telegrams, "CELESTE," Hongkong. Telephone, 239.

H. F. CARMICHAEL,  
B. J. BARLOW.

Hongkong, 1st June, 1900. [1637]

## PORTLAND CEMENT.

J. B. WHITE & BROS.

SOLE AGENTS FOR CHINA.

HOLIDAY, WISE & CO.

Hongkong, 16th September, 1900. [2748]

## AUCTIONS

## PUBLIC AUCTION.

THE Undersigned have been favoured with instructions from J. Y. VERNON, Esq., to Sell by Public Auction.

TO-DAY (SATURDAY),  
the 27th October, 1900, at 2 P.M. sharp,  
within the Residence, "Calder," Macdonell Road,

THE WHOLE OF THE  
VALUABLE HOUSEHOLD  
FURNITURE,

therein contained, comprising—  
MIRRORS, DINING and DRAWING ROOM FURNITURE, TABLES, CROCKERY, BLACKWOOD WARE, OIL PAINTINGS, ENGRAVINGS, CARPETS, RUGS, BEDSTEADS, COOKING STOVE, DINNER SERVICE, ONE NO. 4 BULLET KODAK, &c., &c.

Also ONE COMBINATION IRON SAFE, by Verstraen, Paris, and ONE COTTAGE PIANO, by Player.

Catalogues can be had on application from Friday a.m.

HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 25th October, 1900. [2719]

## PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

on MONDAY,

the 29th October, 1900, at 2.45 P.M., at WAGENINGEN, the Peak (the Residence of Captain CHARLIE, A.O.D.),

THE WHOLE OF HIS  
HOUSEHOLD FURNITURE,  
Comprising—

DRAWING ROOM, DINING ROOM and BEDROOM FURNITURE.

Particulars can be seen from Catalogue.

TERMS:—As Customary.

GEO. P. LAMMERT,  
Auctioneer.

Hongkong, 24th October, 1900. [2731]

## PUBLIC AUCTION.

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[Published by Special Arrangement.]

### IN WHITE RAIMENT.

BY  
WILLIAM LE QUEUX.

Author of "Whoso Findeth a Wife," "Purple and Fine Linen," "The Day of Temptation," "Of Royal Blood," &c., &c.

[COPYRIGHT.]

CHAPTER XX.

TRE CHILL HAND.

Was the message from her lover or from that villain Tattebett?

Her refusal piqued me, and I was half-inclined to suggest to her that it was from the one or the other. Still, in this marvellous maze of mystery I saw it was not at all a judicious proceeding to show my hand. What I already knew was of value to me in my efforts to piece together the bewildering puzzle.

The more I reflected, the more convinced I became that the visitor in black was none other than the dreaded woman whose threatened vengeance was known to be imminent—La Gioia the Mysterious.

"The visitor did not touch you?" I asked.

"Neither did she give you any note."

"No. The message was verbal. I went once to the library and obtained a sheet of note paper, but on returning found it to be soiled. Therefore I went out again to get a second sheet, and it was then that I felt a sudden grip, just as though an icy breath had touched me. In an instant I went cold all over, and my limbs became so numbed that I could not feel them."

"You did not suspect this woman of producing this effect upon you?" Hofer asked, grunting dubiously.

"Certainly not. How could she?"

"But her actions afterwards in switching off the light and stealing out were suspicious."

"That's so, but how do you account for your own seizure nearly two hours after her departure?"

"Ach!" he cried. "It is extraordinary—that is all we can say."

"The room is nothing less than a death-trap," I remarked. "And yet the hateful influence is a mysterious one. I wish you could tell us the name of the sender of the message, Miss Wynd. It would materially assist us in our researches."

"I tell you that it was a friend who could have no object whatever in making any attack upon my life," she answered ambiguously.

"But this woman?" I continued. "Are you certain that you do not know her—that you have never met her before?"

"Quite certain," she responded without hesitation. "She was an utter stranger."

I exchanged glances with Hofer. The mystery was still inscrutable.

Again we all four went to the door of the room of mystery, and Hofer, still cringing in dissatisfaction, declared his intention to re-enter the place. Seen from the hall there was certainly nothing about the apartment to excite suspicion. It was bright and comfortable, with handsome substantial furniture, sage-green hangings and a thick Turkey carpet into which one's feet sank noiselessly.

"It is a risk," exclaimed her ladyship, when Hofer made the announcement. "Death lurks in that place. Let us close and look it."

"All! no, madame," he responded. "It is no risk, now that we have the prophylactic." And turning to me, he handed me a little of the last injection which he had given to Beryl, together with the phial of ether and the syringe.

"Use this, if necessary," he said, briefly, and then leaving he crossed the threshold and examined every nook of the room. The window was still open, but closed and fastened it. Upon a little writing-table in the corner lay the sealed sheet of note-paper that Beryl had obtained on her first visit to the library, thus proving the truth of her story. The door swung to, as before, and after about five minutes he again emerged.

Surely had he crossed the threshold when he gave vent to a loud cry.

"Gott!" he gasped. "The injection—quik!"

He had again been seized. The unseen hand of death was upon him. Truly it was an uncanny mystery.

Without a second's delay I filled the syringe, rubbed the flesh with ether, and then ran the needle beneath the skin.

The effect was almost instantaneous. The sudden paralysis was arrested, and the muscles reanimated in a manner most marvellous. One fact was therefore plain: Hofer had discovered the proper treatment, even if the cause of the extraordinary seizure remained unknown.

He stood for a few moments motionless, but at length declaring himself better, said—

"The thing is an absolute enigma. I can discern no cause whatever for it. There would seem to be some hidden influence at work, but of its nature we can discover absolutely nothing.

The attack does not occur until one emerges here, into the hall."

"Can it be out here?" I suggested, whereat both my companions turned pale with fright. Certainly the situation was as weird and uncanny as any in which I have ever found myself. An unseen influence is always mysterious, and this chill touch of the hand of Death that we had all experienced, was actually appalling.

We held counsel and decided that the room should be closed and locked to prevent any of the servants entering thence. Our conversation had undoubtedly been overheard by them, and Hofer was anxious that the place should remain undisturbed so that he might make further investigations, which he promised to do on the following day.

Then we entered the dining-room together, partook of some wine which her ladyship offered us, and left the house in company, not, however, before I had promised to call again on the morrow and visit my patient.

"Now, Hofer, what is your candid opinion?" I asked my companion as we stood on the kerb opposite the Marble Arch, awaiting the belated omnibus to take him back to Bloomsbury.

"I don't like it, my dear friend," he answered dubiously. "I don't like it."

And smoking my pipe, he entered the last Holloway bus without further word.

On foot I returned to Baywater utterly confounded by the curious events of the evening. By Hofer's serious expression and pre-occupied manner I saw that the influence within or without that room of mystery was to him utterly bewildering. He had spent his life in the study of micro-organisms, and knew more of staphylococci, streptococci, and pneumococci than any other living man; while as a toxicologist he was acknowledged, even by his clever compatriots in Germany as the greatest of them all. He had soothed out many of the secrets of Nature, and I had myself at times witnessed certain of these cures which were little short of marvellous. It was therefore gratifying that I had enlisted his aid in solving this most difficult problem.

Yet as I lay sleepless that night, reflecting deeply upon the curious situation, could not arrest my thoughts from running back to the tragedy at Whitton, and the omission of those

two names from the list of visitors furnished to the police. That her ladyship was a bosom friend of Mrs. Chetwode's was quite plain, and that she was present together with Beryl earlier in the day, I had myself seen. Somehow I could not get rid of the conviction that Sir Henry's wife, the woman who had taken this secret journey from Atworth to London to have a clandestine interview with some person whom she refused to name, knew the truth regarding the colonial's death.

Nevertheless, as far as I could discern, this point had no connection whatever with the curious seizure by which my love had so nearly lost her life. The visitor in black was unknown, the evil influence she had left behind her was incomprehensible. I was plunged in veritable sea of perplexity.

Reader, I think you will admit that finding myself in this curious position—the most extraordinary, perhaps, in which a man could possibly be placed—I was justified in slightly neglecting the practice of the man for whom I was acting. So inconceivable, paradoxical and insoluble were the facts that the mystery gripped my very being. Yet no exegesis was forthcoming. My love was in deadly peril, and I alone could, by careful watching, save her from falling into theunningly-concealed traps prepared by her enemies. If I could but disentangle the skein of circumstances I might elicit their meaning. But, alas, a veil of impenetrable darkness was over all. The more I tried to seek out the truth, the deeper it seemed to become involved in events that were queer and utterly enigmatic.

If I could but discover the identity of La Gioia! That name rang in my ears, sleeping or waking. La Gioia! Ever La Gioia!

Beryl held her in object dread. Of that I knew from those words of hers I had overheard at Whitton. She had declared that she would commit suicide rather than face her vengeance. What had rendered my adored one so desperate? Why, indeed, did she fear this woman whose name sounded of the play-actress? To go boldly and act her would I feared, fill her with suspicion of myself if she were in any way implicated in the colonel's death. To solve the problem I must have perfect liberty of action. Of this, I had all along been convinced, and it had prevented me from demanding certain explanations. Her fear of this obscure woman called La Gioia was, in itself, proof of some unknown guilt, and the latter she would doubtless conceal from me by giving incorrect answers to any questions. This was but natural. In the hands of enemies as she undoubtedly was, she was equally suspicious of all around her.

I sat over my lonely breakfast on the following morning, there being already a couple of patients in the waiting-room—clerks who had come for "doctor's certificates" to enable them to enjoy a day's repose—the girl brought in the letters, among them being one for me which had been forwarded from Shrewsbury by my mother.

The superscription was in a formal hand, and on reading it I was surprised to find that it was from a firm of solicitors in Bedford Row, stating that my Uncle George, a cotton-spinner in Bury, had died, leaving a will by which I was to receive the sum of one thousand pounds as a legacy. I read the letter time after time, scarcely able to believe the good news.

But an hour later, when I sat in the dingy office in Bedford Row, and my uncle's solicitor read a copy of the will to me, I saw that it was a reality—a fact which was indeed proved by the cheque for fifty pounds which he handed me for my immediate use. I drove to the Joint Stock Bank in Chancery Lane, cashed the draft, and returned to Baywater with five ten-pound notes in my pocket. From a state of penury I had, within that single hour, become possessed of funds. True, I had always had expectations from that quarter. But I had, like millions of other men, never before been possessors of thousand pounds. In a week or two the money would be placed to my credit. To a man with only half-a-crown in his pocket a thousand pounds appears a fortune.

I counted the crisp new notes in the privacy of the doctor's sitting-room, then locking three of them in my portmanteau, took a cab down to Rowan Road to receive Bob's congratulations:

He was delighted. He sent Mrs. Bishop out for a bottle of the best champagne procurable in the neighbourhood, and we drank merrily to my future success.

Then, while smoking a cigarette over what remained of the wine, I related to him my strange adventures of the previous night.

He sat listening to my story open-mouthed. Until I had concluded, he uttered no word.

Then gravely he exclaimed—

"The affair grows more and more amazing. But, now look here, Dick! Why don't you take my advice and drop the affair altogether?"

"Drop it? What do you mean? Remember?"

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## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & CO.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA SUEZ CANAL	GLENGLYME	Brit. str.	—	Darke	McGREGOR BROS. & GOW	To-day.
LONDON VIA SUEZ CANAL	IDOMENUS	Brit. str.	—	Riley	BUTTERFIELD & SWIRE	On 30th inst.
LONDON	BOMBAY	Brit. str.	—	G. W. Montford, E.N.R.	P. & O. S. N. CO.	On or about 1st Nov.
LONDON VIA SUEZ CANAL	AGAMEMNON	Brit. str.	—	Nish	BUTTERFIELD & SWIRE	On 13th Nov.
LONDON VIA SUEZ CANAL	AJAX	Brit. str.	—	Batt	BUTTERFIELD & SWIRE	On 27th Nov.
LIVERPOOL DIRECT	TANTALUS	Brit. str.	—	Gregory	BUTTERFIELD & SWIRE	On 17th Nov.
BREMEN, VIA PORTS OF CALL	OLDENBURG	Ger. str.	—	H. Prager	MELCHERS & CO.	On 31st inst., at Noon.
MARSEILLES & LONDON DIRECT	MALTA	Brit. str.	—	F. J. Cole	P. & O. S. N. CO.	To-day, at Noon.
MARSEILLES, LONDON ANTWERP, V. SPORE, &c.	SANUKI MARU	Jap. str.	—	W. Townsend	NIPPON YUSEN KAISHA	On 2nd Nov., at Daylight.
MARSEILLES, &c., VIA PORTS OF CALL	SYDNEY	Fren. str.	—	Albert	MESSAGERIES MARITIMES	On 5th Nov., at 1 P.M.
HAVRE & HAMBURG	SARNAIA	Ger. str.	—	Schlaefke	CARLOWITZ & CO.	On 3rd Nov.
HAVRE & HAMBURG	SUEVIA	Ger. str.	—	Fork	CARLOWITZ & CO.	On or about 22nd Nov.
HAVRE & HAMBURG	AMERIA	Ger. str.	—	A. Wagner	CARLOWITZ & CO.	On or about 6th Dec.
HAVRE & HAMBURG	ARAGONIA	Ger. str.	—	Jansen	CARLOWITZ & CO.	On or about 29th Dec.
HAVRE & HAMBURG	WITTENBERG	Ger. str.	—	Hempel	CARLOWITZ & CO.	On or about 30th Dec.
NEW YORK VIA SUEZ CANAL	ANAPA	Brit. str.	—	Shewan, TOME & CO.	DODWELL & CO., LIMITED	To-day, P.M.
NEW YORK VIA SUEZ CANAL	HILLGLEN	Brit. str.	—	F. Gedje	MCGREGOR BROS. & GOW	On or about 20th Nov.
VANCOUVER, VIA SHANGHAI, &c.	GLENGBRAY	Brit. str.	—	O. P. Marshall, E.N.R.	CANADIAN PACIFIC R. CO.	On 25th Nov.
VICTORIA, B.C., &c., VIA SHANGHAI, &c.	EMUREUS OF INDIA	Brit. str.	—	M. J. Currow	NIPPON YUSEN KAISHA	On 21st Nov.
PORTLAND, OREGON VIA JAPAN	IDZUMI MARU	Jap. str.	—	W. Watt	T. M. STEVENS & CO.	To-day, at 4 P.M.
SAN FRANCISCO VIA AMOY, &c.	BRAEMAR	Brit. str.	—	Kompany	PACIFIC MAIL S. CO.	On 10th Nov.
SAN FRANCISCO VIA SHANGHAI, &c.	MONMOUTHSHIRE	Brit. str.	—	T. N. Moore	BUTTERFIELD & SWIRE	On or about 30th inst.
SAN FRANCISCO VIA AMOY, &c.	NIPPON MARU	Jap. str.	—	Williams	BUTTERFIELD & SWIRE	On 30th inst.
SAN DIEGO, &c., VIA SHANGHAI, &c.	CITY OF RIO DE JANEIRO	Amer. str.	—	Nissen	BUTTERFIELD & SWIRE	On 28th Nov., at Noon.
AUSTRALIAN PORTS.	COPTIC	Brit. str.	—	Davies	BUTTERFIELD & SWIRE	On 17th Nov.
YOKOHAMA & KOBE	CARLISLE CITY	Brit. str.	—	S. Yoshizawa	BUTTERFIELD & SWIRE	On 20th Nov.
YOKOHAMA & KOBE	CHINGTU	Brit. str.	—	Dawson	BUTTERFIELD & SWIRE	On 9th Nov., at 4 P.M.
NAGASAKI, KORE & YOKOHAMA	DAPHNE	Brit. str.	—	F. W. Schulz	BUTTERFIELD & SWIRE	On 3rd Nov., at 5 P.M.
MOJI, KOBE & YOKOHAMA	GLAMORGANSHIRE	Brit. str.	—	C. F. Lockstone, E.N.R.	BUTTERFIELD & SWIRE	On or about 18th Nov.
SHANGHAI	HIROSHIMA MARU	Jap. str.	—	E. W. Vibert, E.N.R.	BUTTERFIELD & SWIRE	On 4th Nov., at Daylight.
SHANGHAI	WOOSUNG	Brit. str.	—	T. Desor	DOUGLAS LAPRAIK & CO.	To-day.
SHANGHAI & JAPAN	LOONGMOON	Ger. str.	—	Robson	MITSUI BUSSAN KAISHA	On 29th inst., at 4 P.M.
SHANGHAI	CANTON	Brit. str.	—	T. Ogata	MITSUI BUSSAN KAISHA	On 10th Nov.
SHANGHAI	CORONADEL	Brit. str.	—	K. Suzuki	BUTTERFIELD & SWIRE	To-morrow.
HOLHOW, PAKHOI, SINGAPORE & BANGKOK	TETAPLOS	Brit. str.	—	Ponnerather	BUTTERFIELD & SWIRE	To-day, at Noon.
SWATOW	TEALIES	Brit. str.	—	A. Ramsay	SHEWAN, TOME & CO.	To-morrow, at Daylight.
SWATOW, AMOY & TAMSIU	MAIDZUBU MARU	Jap. str.	—	T. Moore	BUTTERFIELD & SWIRE	On 28th inst., at 5 P.M.
FOOCHOW VIA SWATOW & AMOY	AKASHI MARU	Jap. str.	—	A. Stewart	DAVID SASOON, SONS & CO.	On 9th Nov., at 4 P.M.
MANILA, CEBU & ILOILO	KAIPO	Brit. str.	—	Quail	BUTTERFIELD & SWIRE	To-day, at 3 P.M.
MANILA	DIAMANTE	Brit. str.	—			To-morrow.
SINGAPORE, PENANG & CALCUTTA	ARRATOON APCAR	Brit. str.	—			
SINGAPORE, SAMARANG & SURABAYA	SHANTUNG	Brit. str.	—			

## SHIPPING.

## ARRIVALS

Oct. 26, CARTHAGE, Hospital ship, 2,400, J. R. London, E.N.R. Weihaiwei 21st October.

Oct. 26, CITY OF CAMBRIDGE, British transhipment, 3,844, R. C. Ward, Calcutta 13th October.

Oct. 26, DIAMANTE, British str., 1,255, Ramsey, Manila 23rd October, General.—SHEWAN, TOMS & CO.

Oct. 26, BENCLUTHA, British steamer, 1,320, C. Stewart, Shanghai 22nd Oct., General.—CHINESE.

Oct. 26, German torpedo-boat No. 91, 360, Lieut. Pilleau, Shanghai 27th October.

Oct. 26, TRAITOS, German str., 1,033, Schlaefke, Saigon 22nd Oct., Rice.—SIEGMESSEN & CO.

Oct. 26, WONGKOK, German str., 1,515, B. P. Pigot, Bangkok 21st Oct., Rice.—BUTTERFIELD & SWIRE.

Oct. 26, DESCARTES, French cruiser, 4,000, Philibert, Taku 21st October.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE, 26TH OCTOBER.

Telenodus, British str., for Yokohama.

Anping, British str., for Shanghai.

Quarto, German str., for Singapore.

Yawata Maru, Japanese str., for Manila.

Phu Chon Kao, British str., for Swatow.

## DEPARTURES.

Oct. 26, DUKE OF PORTLAND, British str., for Taku.

Oct. 26, INABA MARU, Japanese str., for Koho.

Oct. 26, MENNUKE, British str., for Manila.

Oct. 26, GUZHIE, British str., for Australia.

Oct. 26, CHENGWO, British str., for Shanghai.

Oct. 26, FORMOSA, British str., for Swatow.

Oct. 26, BENCLUTHA, British str., for Canton.

Oct. 26, PHRA L. KLAO, British str., for Bangkok.

Oct. 26, YAWATA MARU, Jap. str., for Sydney.

Oct. 26, QUATEA, German str., for Singapore.

Oct. 26, ANPING, British str., for Shanghai.

Oct. 26, NEVADA, British transport, for Colombo.

Oct. 26, NEBBUDA, British str., for Bombay.

## VESSELS IN DOCK.

ABEDEED DOCKS—Phra C. C. Kao, Bamberg.

HOWLOON DOCKS—U.S.S. Monterey, Ilya Juan de Austria, Adamastor, Gwador, Chingtu, Belgian King, Nippou Maru, Heihou.

COSMOPOLITAN DOCK—Stanfield, Changsha.

## SHIPPING REPORTS.

The British steamer *Diamante*, from Manila 23rd October, had moderate N.E. winds with clear and fine weather.

The British steamer *Benclutha*, from Shanghai 22nd October, had light winds and sea to Tung Yung; thence to Break Point moderate N.E. wind and following sea with fine weather; thence to port light winds with fine weather.

## VESSELS ON THE BEATH.

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR MANILA, CEBU AND ILOILO.

THE Company's Steamship

## "KAIFONG."

Captain Pennefather, will be despatched for the above ports TO-DAY, the 27th inst., at 10 A.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE.

Agents, Hongkong, 26th October, 1900. [2688]

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR SWATOW.

THE Company's Steamship

## "THALES."

Captain Robson, will be despatched for the above port TO-DAY, the 27th inst., at Noon.

For Freight or Passage, apply to DOUGLAS LAPRAIK & CO.

General Managers, Hongkong, 25th October, 1900. [2647]

## THE OSAKA SHOSEN KAISHA, LIMITED.

## FOR SWATOW, AMOY, AND TAMSU.

THE Company's Steamship

## "MAIDZURU MARU."

Captain T. Ogata, will be despatched for the above ports TO-MORROW, the 28th inst., at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA.

Agents, Hongkong, 22nd October, 1900. [15]

## VESSELS ON THE BERTH

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY,

## STEAM FOR STRAITS, CEYLON, AUS-

TRALLA, INDIA, ADEN, EGYPT,

MEDITERRANEAN PORTS.

## PLYMOUTH AND LONDON

## PENINSULAR AND ORIENTAL

## STEAM NAVIGATION COMPANY.

## FOR STEAMERS TO SAIL ON REMARKS

FOR	STEAMERS	TO SAIL ON	REMARKS
MARSEILLE and LONDON DIRECT	MALTA	Noon, 27th	See Special Advertisement.
LONDON DIRECT	F. J. Cole	Oct.	
SHANGHAI	CORONADEL	About 29th	Freight or Passage.
SHANGHAI and JAPAN	CANTON	About 29th	Freight or Passage.
LONDON	BOMBAY	About 1st	Freight or Passage.

For Further Particulars, apply to

A. M. MARSHALL,

Acting Superintendent.

Hongkong, 3rd October, 1900.

## HAMBURG-AMERIKA LINIE NORDDEUTSCHER LLOYD

## (FREIGHT SERVICE).

## (FREIGHT SERVICE).

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

## PROPOSED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

## STEAMERS DESTINATIONS SAILING DATES

STEAMERS	DESTINATIONS	SAILING DATES
IDZUMI MARU	VICTORIA, B.C., and SEATTLE	SATURDAY, 27th Oct., at 4 P.M.
M. J. Currow	MOJI, KOBE and YOKOHAMA	
SANUKI MARU	MARSELLS, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 2nd Nov., at DAYLIGHT.
W. Townsend	S. YOSHIZAWA	SUNDAY, 4th Nov., at DAYLIGHT.

VESSELS ON THE BERTH  
FOR SHANGHAI.

THE Steamship

"LOONMOON," Captain F. W. Schulz, will be despatched for the above port on MONDAY, the 29th inst., at 4 P.M.  
This Steamer has superior accommodation for First and Second Class Passengers.  
For Freight or Passage, apply to SIEMSEN & CO.

Hongkong, 25th October, 1900. [2740]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship

"DIAMANTES."

Captain A. Ramsay, will be despatched as above on MONDAY, the 28th instant, at 4 P.M.  
The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

A doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.

Hongkong, 25th October, 1900. [2741]

OCEAN STEAMSHIP COMPANY.

FOR LONDON (VIA SUEZ CANAL).

THE Company's Steamship

"IDOMENEUS."

Captain Riley, will be despatched as above on TUESDAY, the 30th October.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 27th September, 1900. [248]

FOR PORTLAND (OREGON) VIA JAPAN.

Booking Cargo for SAN FRANCISCO and OCEAN POINTS.

THE A.I. Steamship

"MONMOUTHSHIRE."

Captain Kennedy, will be despatched on or about the 30th inst.

For Freight and Passage, apply to T. M. STEVENS & CO., Agents.

Hongkong, 26th October, 1900. [2570]

PASSENGE.

THE Steamship

"MONMOUTHSHIRE."

100 A.I., sailing FOR PORTLAND (OREGON), about the 30th inst., has room for a few First Class Passengers at reduced rates.  
Bookings for Interior Points and Europe. Stewards and Surgeon carried.

Apply—

T. M. STEVENS &amp; CO., 4, Duddell Street.

Hongkong, 26th October, 1900. [2697]

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NISSHO MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)

AMERICA MARU (via Shanghai, Nagasaki, SATURDAY, Nov. 24, Kobe, Inland Sea, Yokohama, and Honolulu)

HONGKONG MARU (via Shanghai, Nagasaki, TUESDAY, Dec. 18, Kobe, Inland Sea, Yokohama, and Honolulu)

THE Twin-Screw Steamship

"NISSHO MARU"

will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 20th October, 1900, at NOON, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passenger holding through ORDERS TO EUROPE have the choice of Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passenger holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consignee Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 15th October, 1900. [5]

## VESSELS ON THE BERTH.

SHIRE LINE.

FOR NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

"GLAMORGANSHIRE."

Captain Davies, will be despatched for the above ports on or about THURSDAY, the 1st November, 1900.

For Freight or Passage, apply to SHEWAN, TOMES &amp; CO.

Agents.

Hongkong, 24th October, 1900. [2732]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR FOOCHEW VIA SWATOW AND AMOY.

THE Company's Steamship

"AKASHI MARU."

Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 7th November.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 25th October, 1900. [2524]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 5th November, 1900, at 1 P.M., the Company's Steamship "SYDNEY," Captain Albert, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with the s.s. Armand Belic, which vessel takes on her Passengers and Mails, leaving that port on the 17th November direct to Suoz, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 4th November. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 23rd October, 1900. [2]

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

COPTIC (via Shanghai)

Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Nov. 17, land Sea, Yokohama, at NOON.

GAELIC (via Shanghai)

Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 11, land Sea, Yokohama, at NOON.

DORIC (via Shanghai)

Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Jan. 5, land Sea, Yokohama, at NOON.

THE Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on SATURDAY, the 17th November, 1900, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embark at San Francisco for China or Japan (vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to fares from China and Japan to Europe.

Passenger holding through ORDERS TO EUROPE have the choice of Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passenger holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consignee Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 15th October, 1900. [3]

## VESSELS ON THE BERTH.

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA

THE Company's Steamship

"CHANGSHA."

Captain T. Moore, will be despatched as above on FRIDAY, the 9th November, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 24th October, 1900. [2732]

THE CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

THE Company's Steamship

"CHINGTU."

Captain Williams, will be despatched as above on SATURDAY, the 10th November.

For Freight or Passage, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 25th October, 1900. [2587]

THE CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHANGSHA."

Captain T. Moore, will be despatched as above on FRIDAY, the 9th November, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 25th October, 1900. [2735]

THE CHINA NAVIGATION COMPANY, LIMITED.

FOR NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"HULLGLEN."

will be despatched for the above port on or about the 20th November, 1900.

For Freight, apply to DODWELL &amp; CO. LTD.

Hongkong, 25th October, 1900. [2410]

THE CHINA NAVIGATION COMPANY, LIMITED.

FOR RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:

STATE OF MAINE, American ship, Colored Standard Oil Co.

HONGKONG.

STEAMERS.

Arraton Apur, Brit. str., 2,879, Stewart, Oct. 21, D. Saeson, Sons &amp; Co

Bamberg, German str., 4,735, Jacobs, Oct. 22, Carowitz &amp; Co

Belgan King, British str., 1,439, Weiss, Oct. 29,

Butterfield &amp; Swire

Changha, British str., 1,463, Moore, Oct. 22,

Chingtu, British str., 2,300, Williams, Oct. 17,

## POST OFFICE NOTICES.

**XMAS and NEW YEAR PARCELS.**—Parcels for the United Kingdom, posted before 3 p.m. on Friday, the 9th November, are due in London about the 16th December, and those posted before 3 p.m. on Friday, the 23rd November, are due in London about the 30th December. Senders of parcels are requested to post them a few days in advance.

The *Cornwall*, with the English Mail of the 28th September, left Singapore on Tuesday, the 23rd inst., at 1 p.m., and may be expected here to-morrow, the 28th inst. This Packet brings replies to letters despatched from Hongkong on the 27th August.

## MAILS WILL CLOSE.

FOR PER DAY AND HOUR.

Hongkong		Saturday, 27th, 8.00 A.M.
Swatow		Saturday, 27th, 10.00 A.M.
Hainan, Pakhoi and Haiphong		Saturday, 27th, 10.00 A.M.
Singapore		Saturday, 27th, 10.00 A.M.
EUROPE, &c., India via Tuckerton		Circumstances, 8.00 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)		Registration, 10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the Mail. Extra Postage 10 cents)		(Registration, with late fee of 10 cents, up to 10.45 A.M.)

Foochow .....  
Singapore, Penang and Calcutta .....  
Shanghai, Moji, Kobe, Yokohama, Victoria (B.C.) and Seattle, U.S.A. ....  
Aroe Bay .....  
Chofu and Newchung .....  
Kumchuk and Sunshu .....  
Kobe .....  
Bangkok .....  
Swatow and Amoy .....  
Hainan, Pakhoi, Singapore and Bangkok .....  
Singapore .....  
Swatow, Amoy and Tamsui .....  
Shanghai .....  
Swatow and Shanghai .....  
Manila .....  
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO. (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents) .....

EUROPE, &c., India via Tuckerton. (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents) .....

MANILA, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne. Yokohama and Kowloon. SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER, B.C. (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents) .....

## TO-DAY.

Meeting of Members of the Hongkong Yacht Club, City Hall, 12.15 p.m.  
Sale, Furniture, "Caldor," Macdonel Road, Messrs. Hughes and Hong, 2 p.m.  
Practice Shoot, Hongkong Rifle Association.

## COMMERCIAL.

## CLOSING QUOTATIONS.

FRIDAY, 26th October.

ON LONDON.— Telegraphic Transfer ..... 2.14  
Bank Bills, on demand ..... 2.15  
Bank Bills, at 30 days sight ..... 2.14  
Bank Bills, at 4 months' sight ..... 2.14  
Credits, at 4 months' sight ..... 2.14  
Documentary Bills, 4 months' sight ..... 2.14

ON PARIS.— Bank Bills, on demand ..... 2.64  
Bank Bills, on demand ..... 2.70  
Credits, at 4 months' sight ..... 2.70

ON GERMANY.— On demand ..... 2.15

ON NEW YORK.— Bank Bills, on demand ..... 51  
Credits, 60 days' sight ..... 52

ON BOMBAY.— Telegraphic Transfer ..... 158  
Bank, on demand ..... 159

ON CALCUTTA.— Telegraphic Transfer ..... 158  
Bank, on demand ..... 159

ON SHANGHAI.— Bank, at sight ..... 71  
Private, 30 days' sight ..... 72

ON YOKOHAMA.— On demand ..... 34 p.c. dis.

ON MANILA.— On demand ..... 1 p.c. pm.

ON SINGAPORE.— On demand ..... 1 p.c. pm.

ON BATAVIA.— On demand ..... 126

ON HAIKONG.— On demand ..... 2 p.c. pm.

ON SAIGON.— On demand ..... 1 p.c. pm.

ON BANOKOK.— On demand ..... 60

SOVEREIGNS, Bank's Buying Rate ..... 9.45

GOLD LEAF, 100 fine, per tael ..... 50

BAR SILVER, per oz ..... 30

## VESSELS EXPECTED.

## THE ENGLISH MAIL.

The P. & O. steamer *Coronation* left Singapore for this port on the 23rd inst., at 1 p.m., with the outward English mails, and is due here to-morrow, at about 6 p.m.

## THE GERMAN MAIL.

The Imperial German Mail steamer *Oldenburg* left Kobe via Nagasaki and Shanghai on Sunday, p.m., the 21st inst., and may be expected here on or about Tuesday, the 30th inst.

The Imperial German Mail steamer *Stuttgart*, carrying the German mails with dates from Berlin of the 1st inst., left Colombo on Saturday, p.m., the 20th inst., and may be expected here on or about Wednesday, the 31st inst.

## THE CANADIAN MAIL.

The C. P. R. steamer *Empress of India* arrived at Nagasaki at 8 a.m. on Thursday, the 25th inst., and left again at 5 p.m. same day for Shanghai, where she is due to arrive at 2 a.m. on Saturday, the 27th inst.

## THE INDIAN MAIL.

The Indo-Chinese steamer *Chelydra*, from Calcutta and Straits, left Singapore for this port on Thursday, the 25th inst., at 3 p.m.

## THE AMERICAN MAIL.

The P. M. steamer *City of Rio de Janeiro*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 2nd inst.

## MERCHANT STEAMERS.

The steamer *Indrapuri*, from New York, left Manila for this port on Wednesday afternoon, the 24th inst., and may be expected here on the 27th inst.

The C. P. R. steamer *Tartar*, from Vancouver, left Moji at noon on Wednesday, the 24th inst., for Hongkong, where she is due to arrive on Sunday morning next, the 27th inst.

The O. S. S. steamer *Antenor* left Singapore on the 23rd inst., p.m., and is expected here on the 26th inst. a.m.

The steamer *Glamorganshire*, from Sunderland, Middlesbrough and London, left Singapore for this port on the 23rd inst., and is due here on or about the 26th inst.

## JOINT STOCK SHARES.

Hongkong, 20th October.

COMPANY.	PAID UP.	QUOTATIONS.
BALKS—		\$125 31cts. per £100.
China & Japan, ordy.	\$4 21.	\$26 buyers
Do, deferred	\$1 25 58.	\$26 buyers
Natl. Bank of China	\$28 42.	\$26 buyers
Foun. Shares	\$28 42.	\$26 buyers
Bell's Asbestos E. A.	\$1 21.	\$10 sellers
Campbell, Moore & Co.	\$10 500.	\$10 sellers
China Prov. L. & M.	\$10 500.	\$10 sellers
Cotton Mills	\$100 107.	\$107 buyers
Evo	\$100 108.	\$108 buyers
International	\$100 109.	\$109 buyers
Lau Kung Mow	\$100 110.	\$110 buyers
Sycoyes	\$100 110.	\$110 buyers
Yihlong	\$100 110.	\$110 buyers
Hongkong	\$100 110.	\$110 sellers
Dairy Farms	\$8 84.	\$84 buyers
Ewick & Co., Geo.	\$25 552.	\$52 sellers
Green Island Cement	\$10 510.	\$10 sellers
H. & C. Bakery	\$50 550.	\$50 buyers
Hongkong & C. Gas	\$100 118.	\$118 buyers
Hongkong Electric	\$100 118.	\$118 sellers
H. H. L. Railways	\$100 119.	\$119 buyers
Hongkong Hotel	\$100 119.	\$119 sellers
H. & K. Wharf & G.	\$80 178.	\$178 buyers
Hongkong Rope	\$100 175.	\$175 sellers
H. & W. Dock	\$125 145.	\$145 p. et-prem.—
Insurance	\$50 125.	\$125 sellers
Canton	\$80 125.	\$125 buyers
China Fire	\$80 120.	\$120 sellers
China Traders'	\$25 152.	\$152, ex div., sales
Hongkong Fire	\$50 225.	\$225 sellers
North-China	\$20 211.	\$211 c. d. bys.
Straits	\$20 211.	\$211 sellers
Union	\$50 245.	\$245, sales & sellers
Yangtze	\$60 218.	\$218 sellers
Land and Building	\$50 190.	\$190 buyers
Hongkong Land Inv.	\$100 215.	\$215 buyers
Humphreys Estate	\$100 225.	\$225 buyers
Kowloon Land & B.	\$100 225.	\$225 sellers
West Point Building	\$100 225.	\$225 buyers
Luzon Sugar	\$100 235.	\$235 buyers
Mining	Per £250 220.	\$220 buyers
Charbonnages	\$100 100.	\$100 sellers
Gt. Estn. & C. & D.	\$100 100.	\$100 sellers
Dog's Preference	\$100 100.	\$100 buyers
Jeletch	\$80 128.	\$128 sellers
Queen's Mines Ltd.	\$250 100.	\$100 cents, sellers
Oliver's Min. A. Do.	\$50 221.	\$221 sellers
Punjon	\$80 120.	\$120 sellers
Do. Preference	\$80 120.	\$120 cents, sales
Rauha	Per £100 100.	\$100 cents, sellers
New Amoy Dock	\$100 120.	\$120 buyers
Oriente Hotel Co., Ltd.	\$100 120.	\$120 sellers
Steamship Cos.—		
China and Manila	\$50 165.	\$165 sellers
China Mutual Prof.	\$100 210.	\$210 buyers
China Ordinary	\$100 210.	\$210 buyers
Do.	\$25 125.	\$125 buyers
Douglas Steamship	\$50 140.	\$140 buyers
H. Canton and M.	\$150 212.	\$212 sellers
Indo-China S. N.	\$100 200.	\$200 buyers
Shell Transport and Trading Co.—		
Star Ferry	\$10 100.	\$100 sellers & bys.
Tobacco Planting Co.	\$50 125.	\$125 buyers
United Asbestos	\$10 128.	\$128 sellers
Wanchai Warehouse	\$10 128.	\$128 buyers
Watkins, Ltd.	\$10 128.	\$128 sellers
Watson & Co., A. S.	\$10 126.	\$126 sellers
Universal Trading Co., Ltd.	\$5 125.	\$125 buyers
Cigar Companies	£100 125.	£125 ls.
Allumba, Limited	\$300 1500.	\$1500
La Commercial, Ltd.	\$300 1000.	\$1000
Hensima, Limited	\$100 110.	\$110
La Fuxorita, Ltd.	\$300 825.	\$825
J. Y. V. VERNON, Broker.		

## OPTIMUM.

Quotations are— Allowing net, to 1 cent.  
Malwa New ..... \$860 to \$880 per pioul.  
Malwa Old ..... \$840 to \$850 " "  
Malwa Older ..... \$870 to \$880 "  
P. P. per wrapped ..... \$850 to " "  
Persian fine quality ..... \$870 to " "  
Persian extra fine ..... " to " "  
Patna New ..... " to \$975 per chest.  
Patna Old ..... " to \$960 "

## THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 29TH OCTOBER, P.M.

STATION. HOUR. AIR PRESSURE REDUCED TO 30 INCHES. TEMPERATURE. HUMIDITY. WIND DIRECTION. WIND VELOCITY.

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Kocan 30.19 — — — —

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